

Jan. 1954

# SKI

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With U. S. Jumpers?**

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**JANUARY • 1954**

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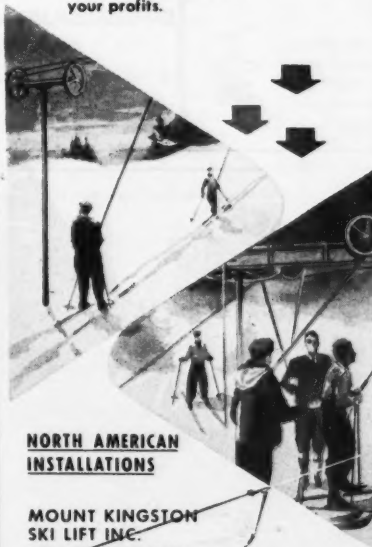
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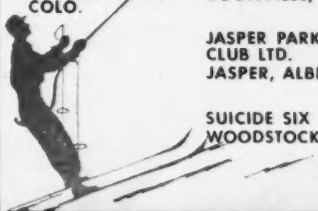
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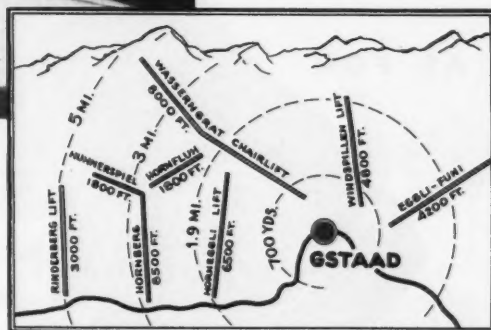
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SKI, JANUARY, 1954

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SKI NEWS"

☐ Where can I see  
Warren Miller  
film "Ski  
Fantasy"?



Sirs:

In your issue of December 1 you make reference to the proposed dam to be built by the Bureau of Reclamation in the Dinosaur National Park in Colorado.

A far more serious situation exists in Aspen, where the Bureau of Reclamation proposes to drain our two principal rivers. Many skiers who have visited Aspen will remember the beautiful Roaring Fork River. The Bureau of Reclamation has completed a plan to divert the waters of this river through the Rocky Mountains into the Arkansas River and leave a residual flow during the summer of only fifteen cubic foot seconds. This is about as much water as one would put in a milk bottle in comparison to a beautiful river. Part of the plan is also to divert the waters of the Frying Pan River, a tributary of the Roaring Fork, through the mountains and leave only sixty-five cubic foot seconds in that river. The cost of this project is fantastic, and will amount to \$178,000,000. Only 921 farms are to receive this irrigation water, at a cost of \$84,000 per farm. There will be forty miles of concrete collecting canals in the Aspen area, which will cost \$500,000 per mile. The scheme further calls for the construction of seven government power plants to cost \$400 per kilowatt unit. Steam plants cost \$200 per kilowatt unit.

If you are a taxpayer or a nature lover, you should lose no time before you write to your Senator or Congressman to protest such expenditures, and the destruction of our rivers.

The legislation is called, "The Frying Pan-Arkansas River Diversion Project, H.R. 236." Particularly write to the Chairman of the Reclamation Committee, Representative A. L. Miller, of Nebraska, House Office Building, Washington, D. C. Time is urgent because the legislation is to be considered at a hearing on January 18th in Washington. Ask your representative for an answer to your letter so that he will not solely file your protest.

Mrs. Sam Howell  
Pitkin County Water Protection  
Association  
Aspen, Colorado



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LA PROVINCE DE  
**Québec**

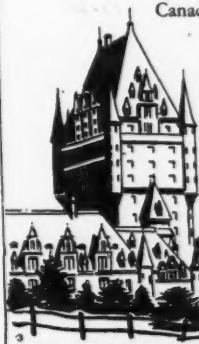
SKI, JANUARY, 1954

# SKI IN GAY QUÉBEC!

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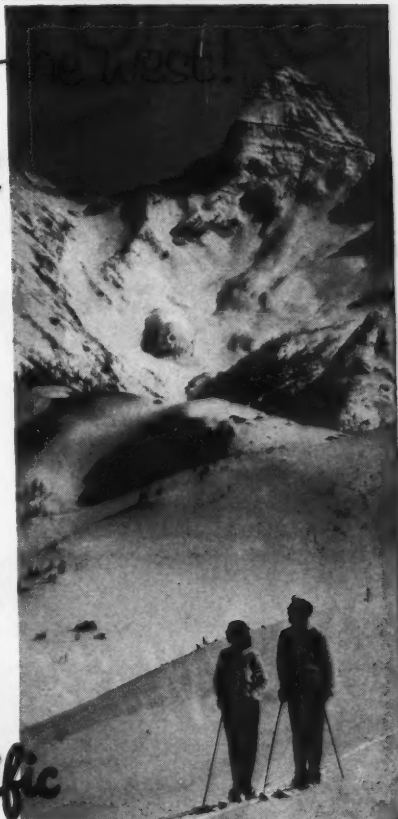
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## Letters

Sirs:

I have just seen the December 15 issue which carries your story on this year's fashions. I wonder if it has perhaps occurred to you that what we call the "envelope" collar on our Davos sweater is the very feature which makes this sweater so popular. You selected to cut this feature off, and merely talk about the rib knit of the sweater.

Peter E. Pringsheim

Norse House,  
New York City

*Ed: We hasten to print the other equally-attractive half of the sweater—see photo below.*



Sirs:

I regret that I did not comment sooner on Dr. Rombold's article, "I Fractured 29 Legs" in the November issue. This excellent article represents one of the first really good pieces of scientific work done on the subject. Being of scientific schooling, I can realize the tremendous amount of work that has gone into this project.

Barney Berlenbach

Ski Free Company  
Mill Valley, California

Sirs:

Sent you a check for two bucks on November 1. If that's not enough, will send more, but do not, *do not* stop my SKI. This lousy weather is bad enough, so don't take away my SKI! Too much! In case you didn't get the check, send me next issue and a bill, but SEND THE DARN THING!

Kalter E. Godfrey

New York City, N.Y.

*Ed: Roger. We love you, too.*

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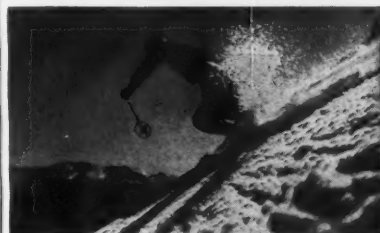
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*Ski costume by White Stag*

## Editorially Speaking...



Skiing accidents will always occur to some degree as long as there are skiers. People will also fall in bathtubs as long as they continue to take baths. There is, however, one form of ski accident that seems avoidable, and we refer to those occurring on ski lifts which are the result of faulty or poorly-designed equipment. Serious accidents and even deaths could have been avoided in some cases. The National Ski Patrol System does an excellent job of educating skiers to the sport's dangers while on skis, and in caring for injured skiers. Would it not be the logical group to continue its Samaritan work by trying to establish standards aimed at preventing unnecessary injury to skiers while riding lifts?

The news that Andy Mead Lawrence had decided to hang up her racing number had varied reactions among skiers. To some it was disappointing to learn that this double Olympic gold medal winner would not be wearing the American shield on the courses at Are, Sweden next month when the World Championships are held. To some it is difficult to understand why any skier would turn down an opportunity to spend three months in Europe at many of its best resorts with all expenses paid. To some of those named to the FIS training squad from which is picked a women's team of four to go to Sweden, it is only logical or perhaps mathematical that they might look upon Andy's retirement as improving their chances of making the team. It is unfortunate that all of them cannot have the benefit of the racing knowledge that is Andy's.

Andy's rise to world-wide recognition as the greatest woman competitor in the ski sport was, as the sports writers like to say, meteoric. More important, it is doubtful if the crown of victory was ever worn by anyone with greater grace. Many champions show a greater facility for making enemies than friends, but such has never been the case with Andy. If anything, her modesty seemed to increase as her stature and list of championships grew.

From a selfish national point of view, it is likely to be some time before another champion of Andy's calibre, both on and off the slopes, arises. Few could ever contribute as much to American skiing or reflect as great a credit to the sport.

Andy is not giving up the sport and may even again be bitten with that indescribable desire to race a clock down a mountainside. But in any case she has well-earned the laurels that will always be hers and it is only to be hoped that she will have an opportunity to pass on to our youngsters the highest type of sportsmanship that always marked her conduct whether finishing in seventeenth place in the Olympic downhill, or twice walking to the winner's box, as she did in Bissett Stadium in the 1952 Olympics.

*Bill Eldred*



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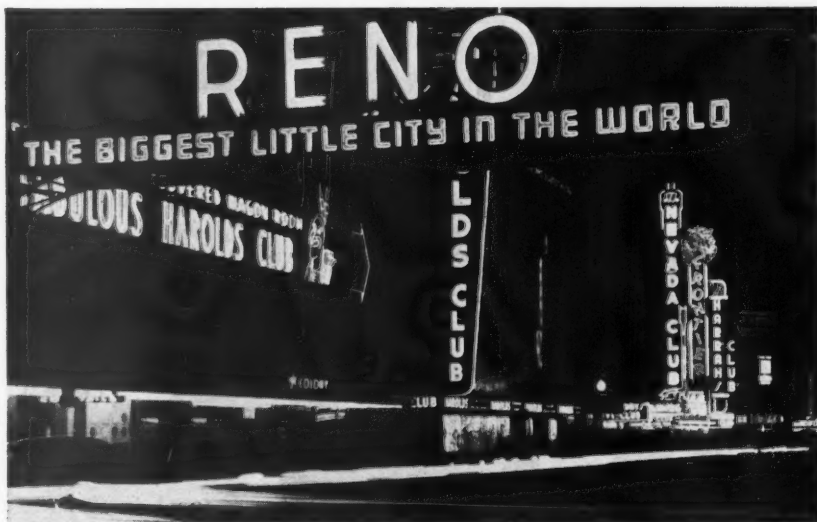
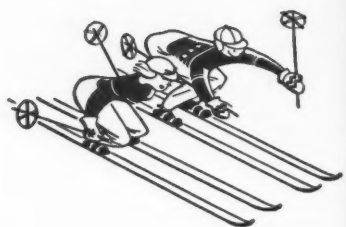


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You stay in Reno—"Biggest Little City in the World"—with its fine hotels, entertainment and excitement. When you're ready to ski, a bus whisks you from downtown Reno, over paved highway, to the foot of the first ski lift, in 25 or 30 minutes.

### 9,500 FEET OF SKI LIFTS

The first ski lift takes you from the highway (elevation 7,550 feet) to Reno Ski Bowl (elevation 8,300 feet). The lift is 5,300 feet long and rises vertically 750 feet. The upper lift is 3,800 feet long, with a vertical rise of 1,350 feet, from the 8,300-foot elevation to the mountain's 9,650-foot peak. (From this crest, you can see hundreds of miles of Nevada to the east, and Lake Tahoe and the High Sierra country to the west and south.) Both lifts are the double-chair variety, with a capacity of 600 persons per hour, and operate at a speed of 400 feet per minute. Within the Reno Bowl there is also a one-rope tow and a platter-pull serving gentler slopes.

The Bowl has ski runs up to 7½ miles long. Spectators can enjoy an unobstructed view of a run over two miles long. With north, east, south and west exposures, the area provides a variety of snow conditions. *Petit Chalet* with sanitary facilities, ski shop and food service is located within the Bowl near the lift terminals. A warming hut is located at the top of the upper lift.

### S. P. SERVES THE SKI COUNTRY

Southern Pacific's Overland Route streamliners, the *City of San Francisco* and *San Francisco Overland*, between Chicago and San Francisco, not only serve Reno directly, but the High Sierra snow country (Squaw Valley, Norden Sugar Bowl) as well. The *Overland* crosses the Sierra by day. Additional over-night train service between San Francisco and Reno.

Plan now to try out Reno's new Ski Bowl. And plan, too, to try the train—the carefree, relaxed way to go. For more information about our streamliners, and the snow country they serve, write C. T. Collett, Southern Pacific Co., Dept. 24, 310 South Michigan Ave., Chicago 4, Illinois.



# S·P

AMERICA'S MOST MODERN TRAINS

# SKI Newsletter

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U.S. CHANCES IN THE DOWNHILL AND SLALOM events of the forthcoming World Championships were dampened when the shortage of snow in the East, which also characterized West Coast areas, forced a switch in training plans of the men's and women's squads from Stowe, Vt. to Alta, Utah. Lack of funds to fly all candidates to the new training camp forced several of the Eastern candidates to drive the 2500-mile trip and reduced their important training time by at least a week. Meanwhile, the European squads have been training for weeks. At last report, it also appears necessary for Eastern candidates to drive from Alta to New York before flying to Europe. It is unfortunate that skiers' failure to support our international teams makes this necessary. Organized skiing in general could benefit by some sound thinking of many of the nationally prominent men in business who are also skiers. It seems tragic that when the Eastern Section of the National Ski Patrol System sought a measly budget of \$450 from the Eastern Division of the National Ski Association of America to carry on its work which certainly benefits each and every skier, that it was necessary for President George Macomber of the Eastern to advise the Patrol that it would be lucky to get \$25 from the Association. Vern Goodwin, Middlebury graduate and member of the '52 Olympic team, of Pittsfield, Mass. and Dartmouth Freshman Dave Vorse of Salt Lake City, were last-minute replacements for Jack Reddish and Fred Carter, who withdrew from the Alpine squads.

THE NEW EAST SIDE AIRLINE TERMINAL IN NEW YORK on First Avenue between 37th and 38th Streets is now the departure point for all lines flying to Europe and passengers will not be picked up at the individual airlines' offices. . . . Skiers may now arrange to pick up a car in Europe upon arrival, use it during their stay on the Continent and then leave it at the airport, under a plan established by Swissair.

FIRE SWEEPED THE NORTH ST. PAUL, MINNESOTA plant of the Northland Ski Mfg. Co., world's largest producer of skis, but thanks to its other plant at Laconia, N.H., production was not cut off, and plans are underway to build a new factory in St. Paul. . . . Dates for the National Winter Sports Show have been changed to April 25-28, states J. Andrew Squires, manager. The show was a whopping success in its inaugural attempt last spring, and is being enlarged this year.

67% OF THE SKIERS INJURED at Mt. Hood, Oregon last winter had never had a ski lesson, according to a survey made by the Patrol there. Karl Stingle, former Aspen instructor and western racer, is now coaching skiing at the University of Washington. Mt. Hood had its first big snow in early November with 1400 skiers using the chairlift there. . . . One of the best posters of the European type to be produced in this country is being mailed to clubs, shops and travel agencies, on request, by Walter Haug, manager of California's Sugar Bowl, Norden, Calif. . . . Bob Law's Reno Ski School poster, which he designed and produced himself, is also excellent.

AN INDEPENDENTLY-POWERED SNOW-BLOWING DEVICE mounted on a tractor has been devised for use at Mohawk Mt. in Cornwall, Conn. this winter. The new blower, a modified version of one used last winter to blow snow back on the trails after skiers have pushed it to the sides, does the work of 24 men, according to owner Walt Schoenknecht. . . . Sodium chloride, the chemical called "snow cement" in Europe which is used to retain snow surfaces on jump hills and race courses, is now being marketed by Les Wood of Dover, N.H. The chloride, which raises the melting point of snow nearly 20 degrees, with the result that the air temperature has to rise to about 50 before snow will melt, is widely used in Europe. Cost is about seven cents a pound.

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## NEWSLETTER

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THE USE OF RELEASE BINDINGS has brought with it a menace that all users of this type of binding should do their utmost to eliminate. If a ski releases, the odds are high that the ski will become a high-speed projectile, as it flies down a slope or trail until it hits some immobile object. That object may be another skier, so if you use a release binding, be certain of also using one of the several types of strap arrangements that prevent runaway skis.

THE CITY OF DENVER IS NOW OFFERING professional ski instruction in its schools through the Public Schools Recreation Department. . . . Max Ostrander, who operates the restaurant at the Winter Park, Colorado, area became the second archer to bag a deer in the state while hunting near Boulder with Roland "Ross" Chivers, former Dartmouth skier and now owner of a ski shop at Boulder. . . . The problem of finding a baby sitter while mother skis has been solved by the Gerry Mountaineering Equipment Co. of Ward, Colorado, which has come up with a well-designed Kiddie Carrier which sells for less than five dollars.

VILLA BELLEVUE AT ST. JOVITE, QUEBEC has completed arrangements for all-inclusive "Learn-To-Ski Weeks" at Mont Tremblant, including use of all lifts and instruction in Ernie McCulloch's Tremblant Ski School. . . . Curling has been added to the after-ski entertainment at Ste. Adele's Chantecler resort in the Laurentians, where a three-sheet artificial rink costing \$100,000 has been completed.

NEW YORK STATE HAS AN AVERAGE SNOWFALL OF 71.2 inches, according to the U.S. Weather Bureau and some areas in the western slopes of the Adirondacks have received as high as 334 inches in a single winter. . . . Ski informant Frank Ellis of Torrington, Conn. has expanded his snow reporting service and in addition to 24-hour telephone reports on Eastern ski conditions is also handling three radio programs over WHT, WTOR and WATR. . . . The ski shop at Snow Ridge, the Turin, N.Y. area, will be operated by Webbs of Utica this season. . . . Season lift passes for next season at Vermont's major areas will be the awards in a photo contest being sponsored by the Vermont Winter Sports Council. Cooperating areas include Stowe, Mad River, Pico Peak, Woodstock, Hogback, Dutch Hill, Bromley, Snow Valley, Pine Top, Mt. Ascutney and High Pond. For Contest rules, write Bob Seaver, president, Vermont Winter Sports Council, Hotel Brooks, Brattleboro, Vt.

BETSY STRONG, FORMER MIDDLEBURY COLLEGE ski team captain, will direct the instruction program of the 400 youngsters participating in the Ford Sayre Memorial Ski Council program at Hanover, N.H. this season. She will be assisted by 50 volunteer instructors. . . . Sigi Engl, head of the Sun Valley Ski School, is beginning his 25th year of ski teaching this season. . . . Charley Tremblay, former Dartmouth jumping star and Eastern champion, who is now in the Army, has been assigned to the Garmisch Recreation Area in Germany. . . . Former SKI editor Art Moffatt is giving personal appearances with his new color film, "By Canoe to Hudson Bay," which portrays the 700-mile trip. . . . Jon Riisnaes, Norwegian electrical engineering student at the University of New Hampshire, who won the North American jumping titles last season, will also compete in the Alpine events on the Eastern calendar this season.

ISHPEMING, MICHIGAN IS MAKING ELABORATE PLANS for its Jubilee Celebration of the 50th anniversary of the founding of the National Ski Association. Ceremonies are scheduled for February 21 when the National Ski Hall of Fame, now under construction, will be dedicated. . . . Hans Thorner's new 90-minute color and sound film, "Skiers and Strangers," has received many plaudits. Thorner is located at Manchester, Vt. . . . The Norwegian Skiing Association has received gifts totalling more than \$15,000 for its Children's Ski Fund. It is providing 600 pairs of skis and bindings for youngsters this season.



## Voices From The Past

### HAMMER PLEASE!

"When you first put on ski boots you feel as if you had been nailed to the floor; when you first put on skis, you wish you were."

—John L. Garrison: "Sun, Snow and Skis"

### KNOWS NO SEASON

"Each new convert to the sport seems to live from December to May only for skiing, and to talk skiing from May to December."

—Proctor and Stephens: "Skiing"

### SUM OF FUN

"Skiing is a sport and not a substitute for religion, and its main purpose is to increase the sum total of fun."

—Sir Arnold Lunn: "The Story of Ski-ing"

### NO LIFT

"And herein lies the chief superiority of ski over other kinds of snow-shoe: ski run downhill of their own accord, other snow-shoes have to be lifted."

—E. C. Richardson: "The Ski-Runner"

### FIRST ASCENT

Drawings which depict hunters on skis have been discovered scratched on cliffs between the White Sea and Lake Onega, near the Russian-Finnish border. They date from the Stone Age.

### SECOND BEST

"We wore ski for practically the whole of the journey, and without them the journey could not have been attempted. Croft was a tireless skier and he in particular used to consider that the hours spent leading the party on ski were the most enjoyable on the Ice-Cap—except, of course, for those spent eating."

—Martin Lindsay: "Sledge": The British Trans-Greenland Expedition. 1934

## This Winter... Better than Ever!



★ **America's Largest Ski School, with Sigi Engl, Director.** Beginners and experts alike improve after a few lessons.

★ **More Perfect Skiing Each Perfect Day,** thanks to the superb slopes and the greatly enlarged chair ski lift capacity.

★ **Bigger and Better "Round House" on Baldy Mt.** This popular mid-day rendezvous is now nearly doubled in size.



## Here's what you get for only

# \$92<sup>00</sup>

● Accommodations in a Chalet-Dormitory...all meals, ski lessons, ski lift and bus rides, dancing, swimming and evening entertainment...7 full days of fun.

WITHOUT MEALS

# \$60<sup>50</sup>

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JAN. 17-23, 24-30

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MARCH 7-13, 14-20

MARCH 21-27

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NORDICA's popular priced Model of fine quality leather, solid double-stitching all around. Designed for skiers who prefer a lighter-weight boot that will stand up well.



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Same last and same high-quality leathers as the Colo. A boot-within-a-boot with hard-support features built on the OUTSIDE, and extra-soft padding around top and ankle to make you feel most comfortable INSIDE.



THE COLO OLYMPIC

\$50<sup>00</sup>

This streamlined version of last season's popular COLO RACER maintains the TAILORED HEEL for perfect fit—adds the DAGGER SHAPED VENT that holds the heel down even in extreme "Vorlage" position—a full-length SOLE LEATHER REINFORCEMENT for greater support and safety—VERTICAL HEEL and ANKLE PADDING for comfort... Classic Simplicity, Superb Leather, Highest Craftsmanship add up to THE COLO OLYMPIC.

SOLD in  
BETTER SKI SHOPS  
Everywhere!

## FROM ITALY! HANDMADE Boots by **NORDICA**

PERFECT FIT...  
PERFECT SUPPORT...  
PERFECT COMFORT...

MEAN

**PERFECT SKIING!**



**THE ECO** made in Italy  
For "after-skiing" comfort. Smart styling in suede leathers with hand piping and crepe-rubber soles combines with snug fur or fleece lining in this waterproof "after-ski" shoe.

In a variety of lovely colors and models in both Ladies' and Men's Sizes. **from \$9.95**



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# "I Ski, Though Blind"

**A Personal Story of a Man Who  
Overcame Perhaps the Greatest  
Limitation to Beset a Skier**

by DR. ERNST FISCHER

IT happened in Russia, in July 1944 during World War II; I lost the sight of my left eye. In October 1951, my right eye, too, went blind. There followed lonesome days and sleepless nights, in which I tried desperately to cope with the blow fate had dealt me. My whole visible world had collapsed into darkness; all that was dear to me in the activities of daily life, including my profession, had to be written off. All that remained were memories, now poignant with regret and my spiritual resources were at low ebb.

With much longing I thought of my many mountain climbing and skiing expeditions. What would become of my beloved skis that had carried me up and down many a snow-clad slope? Thus musing, I recalled one snow-stormy night when I had guided a group of skiers back to camp. That night my eyes were no help in finding the trail; I had to depend on the feel of my feet on skis. The vast expanse of grayish white snow showed no trail or marker. Heavy snow flakes whirled, blocking out all sight; there was only one way to get through—by feel, by concentrating on the resistance of the skis to the snowy ground. Many were the times I erred from the trail, but the softer snow gave warning and by careful side stepping I soon found the path again. This ascent, with constant attention to every step upward, was strenuous indeed, but it got us safely to the camp.

And so I reasoned: had I then been able to make my way without benefit



The author, following his "Skiing Eye" partner, stem turns down an open slope. He skis with such ease that others on the hill are unaware of his disability

of sight, relying purely on the feel of my skis, why could I not now follow the track of a newly-made ski trail? Of course, one would need a guide or companion. I was lucky enough to find one in Gretl, my ski companion of former days.

In February I left the hospital and mid-March found Gretl and myself in Austria's Tirol. From the beginning everything went well. Gretl broke trail and I followed without difficulties while she chatted, I listened intently to her voice, the sound indicating her direction. For the rest I felt my way along her track, any deviation registering immediately by the softer snow underfoot. On the way back my com-

panion tried changing directions, using sharp turns and even a few wide swings. We were silent, so that I might hear the swishing noise of her skis, giving me my bearings.

While at first it required concentrated attention on my part to follow in Gretl's tracks and keep the proper stance in relation to her position, it soon became easier. As we practised day by day, I began to react automatically to any impulses transmitted to my now much keener sense of hearing, as well as to the "feel" of my skis, by instant correction of any errors in action. Walking on skis presented no longer any difficulties; I was able to

(Continued on page 24)



Susie and Judy meet Friedl Pfeifer, co-director of the ski school with Fred Iselin (left), and are assigned to their proper class for the day

# SKIING on a BUDGET

Photography by Pat Henry

**"P**ACKAGED" ski weeks have become the rage; their success results from the simple American desire to get the most from one's money. Prices range all the way from fifty dollars to just under a hundred and, as in most things, you pay for what you get. The outlay covers all lodging, meals, lift tickets and a week's worth of ski lessons. When looking over the various plans offered, keep an eye open to the dates. Some areas offer a six-day week; some a seven. If your will is strong enough to resist the many temptations put in your path, there will be no need to spend a dime beyond the quoted price. The idea that one must be a beginner should be dispelled, as instruction is given according to one's ability and experience. These pictures were taken of Judy and Susie during their stay in Aspen, Colorado on a Learn-To-Ski Week. The gals are typical of many who are now enjoying the special privileges available to anyone for the asking. Each resort will be happy, upon request, to send you a list of dates when this special form of fun is available.

**"Learn-To-Ski Weeks", the Most Economical Method to Enjoy all the Fun the Sport Can Offer, Are Available at Nearly all Areas**



Instruction plans vary from an hour to four hours a day. Here, the intricacies of the parallel christy are being demonstrated





Two classes combine to enjoy a schuss through Tourtelotte Park in fresh, deep powder, each skier cutting his own set of tracks



Night-life is offered by all the resorts—movies, elbow-bending, bull-sessions, square dancing and even floor shows, as shown here

SKI, JANUARY, 1954

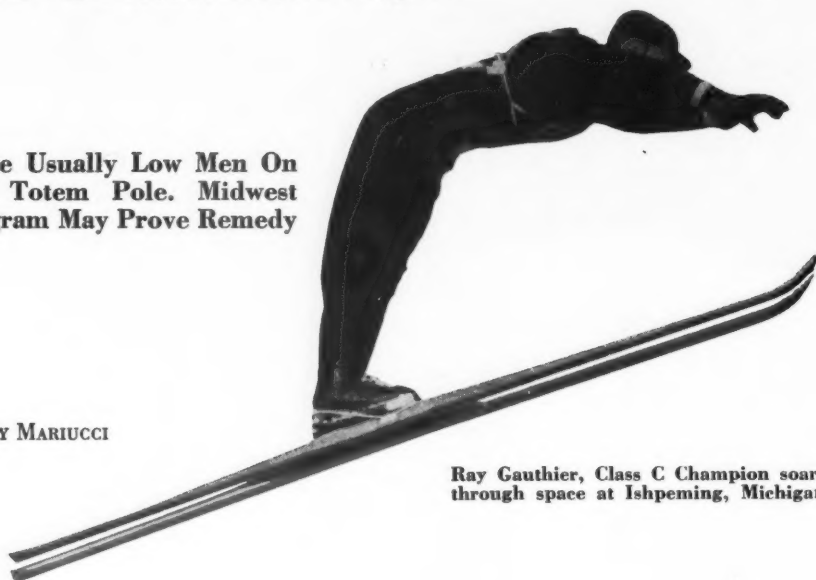


This beats Florida any day! There is no schedule to meet, nothing to do, but relax and enjoy life

# Why Can't Our Jumpers Beat The Scandinavians?

Americans Are Usually Low Men On International Totem Pole. Midwest Training Program May Prove Remedy

by RAY MARIUCCI



Ray Gauthier, Class C Champion soars through space at Ishpeming, Michigan

"AMERICAN ski jumpers are lacking in depth. Their jumping form has much room for improvement and there appears to be a lack of interest in the sport."

These were some of the comments of Jon Riisnaes, ace Norwegian jumper and stylist, on a coast-to-coast radio interview after he had captured first places in both the North American Championships and FIS tryouts at Iron Mountain, Michigan.

At the time of this statement Riisnaes, a twenty-year-old student at the University of New Hampshire was undefeated in ten consecutive jumping meets throughout the country against America's best. In reality, Riisnaes was making a comparison of ski jumping in his native country, Norway, with that in the United States.

"In Norway, Riisnaes added, "We have forty or fifty jumpers like Art Devlin and Art Togle competing in any one tournament before a comparatively larger number of spectators. Competition is keener and our jumpers spend more time in training."

Now, as much as Americans dislike taking a back seat in any sport, we need only to go through the Olympic records to see the truth and basis for Riisnaes' statements.

The Norwegians have made a clean

sweep of first places in Olympic jumping since 1924. The American delegation in 1952 headed by Keith Weegman took twelfth place with its best effort. Gordon Wren's fifth in 1948 and Casper Oimoen's fifth in 1932 were the highest American skiers have ever placed in this international event.

How can we doubt the superiority of European jumpers after examining the Olympic records and watching their flawless performances in this country?

But the question still remains—why is this so? First of all, taking Norway as an example, ski jumping is the national pastime. Comparable to baseball in this country, it has great spectator appeal. Consequently, this great interest in the sport produces adequate facilities, proper and early training (scientific in a sense) and ultimately a large number of highly-skilled jumpers.

Here in America we have generally what is known as the "Sunday Jumper," who competes or jumps on weekends which, in many cases, constitutes the only training and practice obtained.

Riisnaes also implied that American jumpers are not stimulated to train and develop, owing to the lack of spectator interest. The normal impulse

within an athlete is to do his best in view of a crowd. Although on the increase, spectator interest in the United States is relatively new in comparison to that in Europe where at Norway's famous Holmenkollen jump as many as 150,000 spectators have turned out for a meet. As far as training is concerned, it has reached the stage in Europe where it has become scientific.

These reasons obviously account for our American jumpers failing to equal or surpass jumping standards established by their European competitors.

So what are we going to do about it? How will we prepare for a better showing in future international championships and ultimately reign supreme in ski jumping?

Some experts have proposed sending as many skiers as possible to European meets with the hope of giving our boys an opportunity to better themselves by international competition and training. This, however, takes money and until such time as United States interest will furnish financial and moral support that method will have to be considered only as a future possibility.

Perhaps the answer can be found in the Midwest, where ski jumping predominates in the Upper Peninsula of  
(Continued on page 30)



Citified Clem Curtis of the Sepp Rusehp Ski School at Stowe, Vermont tries out the plastic run at Oak N' Spruce, Lee, Mass.

# Ersatz Skiing

**Poker Chips and Buttons Make a Skiing Surface Comparable to Dry Corn Snow!**

by BILL WALLACE

THE Eastern ski world was startled last spring by news of a new synthetic snow development for year-round skiing. Even skeptics could reason that with the great technological advances in many synthetics over recent years, why not an ersatz snow?

Depending upon the breadth of individual imagination, the hopeful envisioned skiing anywhere at anytime and the end of worries over declining annual snowfalls, increasing mileage and expense totals for Eastern ski trips.

Following investigation of the first synthetic snow slope, at a recreation park called Snow Valley near Fishkill, N.Y., the conclusion is that the skiers' old worries have not been absolved although a reasonably long stride toward solution has been made.

Synthetic snow is a waste product of plastic or bakelite manufacturing plants and is a good substitute for nature's real product. It can very nearly duplicate skiing conditions of one type, the very dry corn snow variety. Any maneuver made on snow can be duplicated. It is soft to fall upon. It can be fast, as fast as dry corn.

It is feasible for use on ski jumps and short trails but would be expensive for open slopes or longer trails. It requires maintenance, especially to retain a fast surface. It will not wash away but must be replenished at intervals. Demand for it is questionable and finally, it has *not* replaced snow.

The Fishkill variety of snow consists of jagged bits, an eighth of an inch or less in diameter, of plastic or bakelite which have been under extreme heat. The snow is a waste product of a nearby button factory which also makes poker chips. Occasionally an entire blue or red chip shows up on the Snow Valley slope, although the overall color is a nondescript gray.

Such waste products are probably available in a thousand plastic factories across the nation at a low price, although the button plant struck a hard bargain with Jack Hamory of Snow Valley and charged him seventy-five dollars a ton for the stuff. That is one item in a fantastic story of how all this came about.

Hamory, a big, athletic fellow although not a skier, came back to his

native Dutchess County last year from a prolonged stay in California, planning to open a recreational area in Fishkill with the usual swimming, softball and picnic table layout. He was approached last January by Jacques Brunel of nearby Beacon whom he had not previously met. Brunel, a French Canadian by birth and a skier for thirty years, had conceived the synthetic snow idea and laid out a little slope with a jump on property in Beacon.

Hamory went along with the idea of a development, agreeing to pay for the materials and give Brunel the skiing concession in his park. The slope, four hundred feet by sixteen was cut and Brunel laid down the covering in eight weeks. By then it was April. A Poughkeepsie paper wrote a story about the park together with a fuzzy picture of Hamory skiing in a bathing suit without poles. Hamory sent the clippings down to New York together with an announcement of a May 30 opening.

There was some reaction in the metropolitan press; the word got around  
(Continued on page 42)



◀ Part of the therapeutic treatment at Oberalpen is to allow patients full expression of their mania. Here, the two skiers are planning to set a flush on the first steep pitch they find, for the annual slalom tournament

# Alpine Masochism

**Oberalpen Sanatorium, a Long-Needed Institution, Offers Specialized Care And Best Psychiatric Advice Available**

by ARNOLD LERNER

WHILE much has been learned in recent years of the curious mental twists of skiers and other victims of the *idee fixe*<sup>1</sup>, it has remained for the psychiatric staff at Oberalpen Sanatorium to recognize the true manifestations of the disease we have designated Alpine Masochism.

For the benefit of the younger men who have not yet had opportunity to study the dread collection of psychic disorders which we at Oberalpen ("padding in every room") classify as the Downhill Madnenses, let me begin with the simple observation that *the basis of skiing is self-punishment*. Motivated by an overwhelming sense of guilt, and driven by an insatiable need for expiation, the patient<sup>2</sup> persists in a progressive course of difficult, unpleasant, painful, and finally perilous activities. The ultimate goal is the traction ward, for here the skier experiences a sense of relief at having paid off what his confused mind conceives of as his just punishment.

At Oberalpen (rates on request) the psychiatric staff has developed a compendium of classical symptoms of Alpine Masochism, enabling us to distinguish this malady from schizophrenia, galloping anthrax, and primary

repetitious non-schematic Grossmartin's disease<sup>3</sup>. These symptoms are:

1. *A desire to arise early in the morning*, in fact to avoid normal sleep at any cost. Patient F. R., for example, used eleven alarm clocks for fear he would not awake early enough. Though he set them for 5 A.M. each Saturday and Sunday when away skiing, he told our Dr. Emil Kaltzbrunnen that he suffered from a gnawing fear that he would arrive too late to avoid the noon crowd. Since F. R. habitually slept in a sleeping bag at the base of the ski lift, it is apparent that his anxiety was unwarranted.

2. *A desire for extreme physical discomfort*<sup>4</sup>. Miss R. T. is a particularly pathetic case in this regard. This attractive twenty-four-year-old brunette outfitted herself with four different pairs of ski boots during the 1952-1953 season. She laced herself so tightly into the first pair that gangrene set in and she lost the little toe of each foot. Pressed by her physician to change boots, she bought a pair of seventy-five-dollar "Iron Maidens" with built-in hydraulic clamps. Despite the discomfort of these contraptions, R. T. skied three weekends—with the aid of morphine—until, finding the boots becom-

ing intolerably soft, she discarded them in favor of "Bear Trap Juniors," featuring three rows of chrome-steel teeth encircling the ankles. Complaining that she was still getting some circulation in her feet, R. T. then bought a pair of "Giant Pincher Sure-Grip" boots and the frightening cycle continued its in-  
(Continued on page 36)

<sup>1</sup> See, for example, Dr. Herman Aufshlasser's paper on "The Death Wish at Tuckerman's Ravine," Proceedings of the Journal of Psychic Abnormalities, May, 1951. Also Professor Kurt Garmishvogel's celebrated "The Oedipus Image In 680 Snow Bunies at Stowe," Annals of the Association of Mental Disorders, January, 1948.

<sup>2</sup> Patient or skier, that is. The terms are interchangeable. While there are occasional borderline cases, the true skier is psychologically a far cry from normal.

<sup>3</sup> Also known as "the crud."

<sup>4</sup> See Flugelgugel's authoritative volume, "Social Attitudes of Ski Jumpers Who Became Basket Cases," Garmisch Publishing, 1946.





WALT DYKE PHOTO

TOWERING, NINE THOUSAND-FOOT MT. SHUKSAN WATCHES OVER THE LONE SKIER AS HE TRAVERSES THROUGH THE VAST, UNTOUCHED SNOW FIELDS IN WASHINGTON'S MOUNT BAKER NATIONAL FOREST

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## "I Ski, Though Blind"

(Continued from page 17)

glide down a gentle slope without a fall and to make a kick turn while standing was no trouble at all. For a change of direction, the good old stem turn did the trick every time, even though it did require some practice under the altered circumstances.

Words fail me to describe the elation and feeling of triumph I experienced, when tired but happy I relaxed on the train that brought us back to Vienna. And I had proven my contention that a blind person can ski.

The following year I left with my "Skiing Eye" for a new section of the Austrian Alps. Wherever there was a snow-covered slope, up and down we went and after a few downhill runs, I no longer minded skiing into the pitch dark. On the way back, we took several longer runs, my lady companion going ahead and calling at regular intervals: go- go- go- which told me there were no obstacles. Traversing, it was possible to regulate my speed and, on hearing the call "turn" (right or left) I was able to come to a quick stop. With alternate right and left turns, we managed very nicely and my companion and I soon developed a feeling of happy teamwork, which gave me a sense of security. Absolute confidence in the Skiing Eye is essential to the blind skier.

Thus we practiced every day. At times there were other skiers on the slopes, but not until they noticed my yellow arm band and asked questions, did they become aware of my being a blind skier. In fact, they rather doubted that I was totally blind. However, they did try to keep out of my way and we did not interfere with each other in the least. As we continued practicing, my confidence increased and the feeling that I was making progress, brought much satisfaction.

Even last year, after the first trials at blind skiing, I began to think of the possibility of group skiing. I was convinced it could be done and now I had proof. I knew several blind people who were ski enthusiasts, so one fine winter day, when snow covered the nearby Vienna Woods, I met with three blind comrades, a seeing and Skiing Eye lady and a ski instructor. Skis over one shoulder, the poles in the other free hand, we walked in single file up the road to Kobenzl mountain. Constant small talk kept us together and in line. At the top there was a fine wide slope. Our ski instructor directed each

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of us individually, gave the starting signal, called the turns and stops and gave helpful advice. While climbing uphill, he directed each skier in such a way as to be out of the path of the one skiing down. Sometimes we schussed; sometimes we stem turned down.

The method by which the instructor taught us the turns was so simple that I want to mention it here. Starting in the usual correct position with knees well bent, poles in hand at the correct angle, you let go. As you want to turn, you push your right fist toward the left ski point, as though to grasp it; instantly, the skis turn to the left.

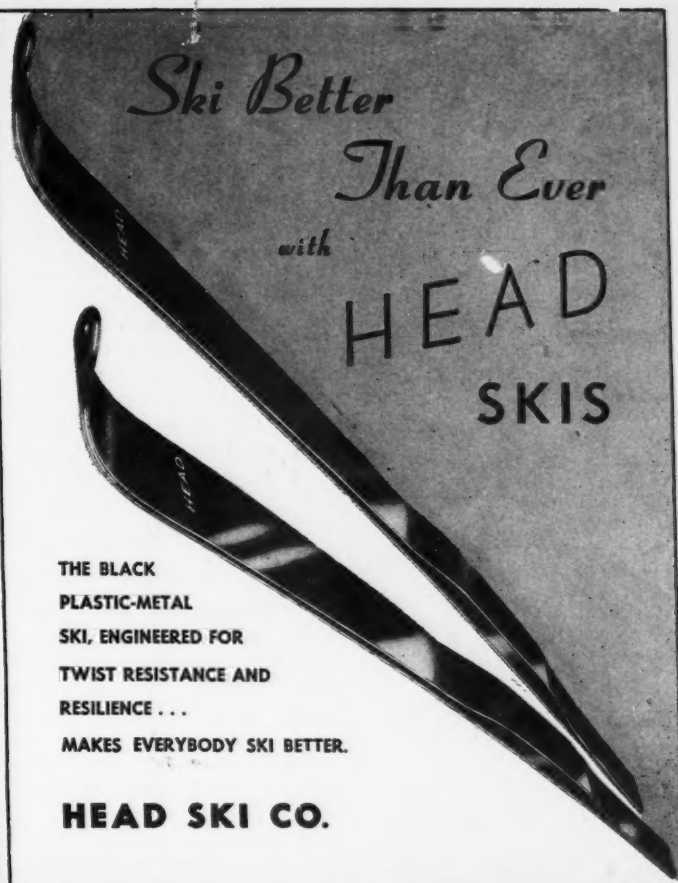
Additional information on blind skiing may be obtained by writing either to the author at Geusaugasse 8, Vienna III, Austria or to Dr. Fischer's cousin, Mrs. Rudolf Beck, 461 Crestwood Road, Fairfield, Connecticut.

Then you proceed the same way for the opposite swing, the left fist toward the right ski point and the skis turn to the right. You practice this for a while and in no time at all you are able to swing down even a steep slope. On the way back, our Skiing Eye lady started first, the blind skiers following the sound of the instructors constant go-go-go. Before crossing a narrow bridge, the signal "turn" gave warning to stop and thus we arrived at the outskirts of town without mishap.

Our group consisted of seven blind war veterans who convened without any official organization; we each found a Skiing Eye lady and together made lengthy excursions on skis during our vacations. Each blind person and his companion form a unit and the several units are kept together and led by an instructor. He takes the lead, then follows the first blind skier with his companion and so on; like a mother hen with her chicks, the ski instructor keeps calling his flock: go-go-go.

From the sound and location of the instructor's voice, the blind skier senses any change of direction and thus is able to make the same turns at the same spot as the instructor. In the same way each companion directs her blind charge downhill over the path or slope taken by the instructor. A descent in such unbroken formation by a group of blind skiers is quite an accomplishment, and can only be achieved by having the group practice

(Continued on next page)



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## "I Ski, Though Blind"

(Continued from page 25)

various sports such as gymnastics, swimming, hiking, etc. together all throughout the year.

Summarizing my experiences, I would like to say that a suitable companion, or Skiing Eye, is indispensable. Women are to be preferred, as their motherly instinct and greater patience make them ideal companions. The Skiing Eye should be as good a skier as her charge, though in group skiing a somewhat less experienced companion will do.

The leader of a group should be a ski instructor, who during the rest of the year should keep in close contact with all members of the group and act as their coach in various sport activities.

The ideal terrain is open slopes and wide trails, not too steep. On the open slope the blind skier has practically the same possibilities to swing or schuss as any seeing skier; on any uphill climb the same rules apply, but on the downhill run it is different. The blind cannot see the frequent changes in the terrain and therefore cannot, like a seeing skier compensate by shifting his weight rapidly. Therefore, the descent is broken up into shorter runs. Even while skiing with a group, each blind skier should have a companion who gives him the necessary feeling of confidence by her frequent calls. The short command "halt" or "stop" should only be used in case of danger. The quieter and more evenly the directions are given, the steadier the blind person will be able to ski. Changes in direction are accomplished by stem turns or parallel turns according to the skier's ability. It depends solely on the cooperation between the blind skier and his companion whether a descent is accomplished smoothly and thereby becomes a pleasure for him. As is the case with non-blind skiers, the whole group has to adjust itself to the least experienced skier.

Our group has already accomplished several long downhill runs over difficult terrain, and at a ski resort in Germany a blind skier with his instructor went down a fairly steep run of nearly two miles, twice in succession!

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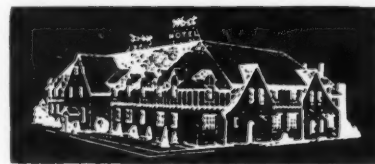
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## The Facts About Scottish Skiing

**The Bonnie Land Where the Mountains Are Too Low at the Top—and Tartan Isn't Worn**

by PHILIP N. RANKIN

*Hon. Editor, Scottish Ski Club Journal*

The Golden Age of skiing, or for that matter of anything else, was in the days of the pioneers, which, so far as sportive skiing goes, was not so very long ago.

The knickerbockered gentlemen stemming around the Alps fifty years ago with one long pole, like Arctic gondoliers, probably never contemplated this wonderful modern age when skiing is mainly a matter for a stopwatch and a railway timetable. Technique then was a glorious thing to be discovered in the course of an unequal struggle with gravity and a resort was just some place where there was ample beautiful snow.

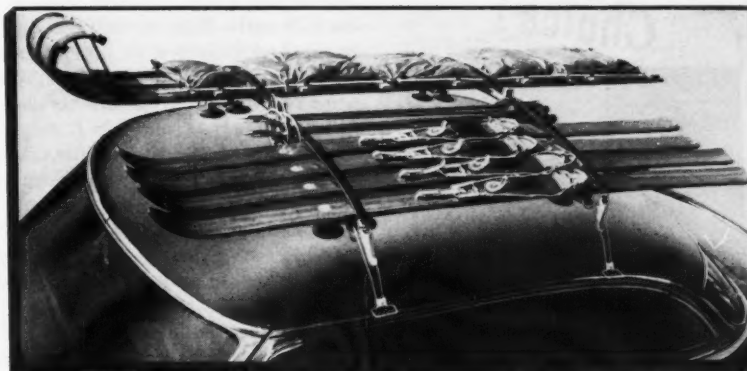
All that has nearly passed, but not quite, for there remains at least one backward island in the sky where the Golden Age of skiing still lingers on, my native bonnie Scotland.

America has very properly progressed from the Golden to the Plutonium Age, with pilot-ejector bindings and a wonderful gadget that looks to be crossbred between a Venetian blind and a motor lawn mower, designed to take itself and its passengers to their own private Alp, there to ski happily downward all day. Little do you know what you are missing and even if you don't care I intend to tell you anyway.

Skiing as a sport started in Scotland about the same time as it did elsewhere. It suffered, however, from certain drawbacks, such as having remarkably little snow, which we are bound to admit is a distinct handicap. Snow does fall almost invariably every winter, in fact it does more than fall. It frequently arrives in horizontal blasts at anything from forty miles per hour to supersonic speeds, varying in form from splosh to ice-balls with disconcertingly short intervals between phases. Our mountains also are too low at the bottoms and not high enough at the tops, although when we climb them it seldom feels that way.

This being so it is possibly surprising to find something like 1,000  
(Continued on next page)

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## Scottish Skiing

*(Continued from page 27)*

to 1,500 daft, deluded citizens turning out almost every weekend from January to early May, actually skiing on snow. And believe it or not we enjoy it, though there are occasions when some of us are not too sure about this 'till afterwards. From this it may be assumed that Scotland has either more snow or more lunatics than is generally recognized.

Scotland's greatest gift to the skiing world in recent years is unquestionably tartan, which in all its most impossible and improbable forms now decorates the skiing scene in almost every ski country—except, of course, Scotland. Fancy dress attacks a great many sports at some stage of their development but here it is in disfavour except on rare occasions. The braw kilt and toorie bonnet are, alas, less suited to the climate in general and to skiing in particular than are the ex-army gas cape and a solid draught-excluding pair of pants. The problem of clothes for the sport is neither national nor fashionable, but consists of finding a compromise between maximum protection for the mountain-top weather consistent with the maximum in which one may hope to survive the effort of getting there.

There is no ready rule about this

since it is quite usual to start off the day dressed against a gale of rain at zero temperature which will as likely as not turn into a fine afternoon at the top. I have likewise, only recently, set off hotly pink on a blazing May day in shirt sleeves, only to return in a snow-storm, bright blue with cold and only just able to direct a glass of native firewater into the central heating department. This, I may say, was one of the best skiing days I have ever had. They nearly all are.

Ski lifts and shacks are, of course, a major topic of conversation, if not a subject of major action. Only recently have the first rope tows, privately constructed, been put into action and there is much controversy about the whole business. There are still many anti-decadenters, and the would-be idle skiers have as yet found no compromise between putting the lifts where they are least wanted and having them where they are of the least use. Crazy as this may sound it is not a problem with a simple and easy solution.

In Scotland there is practically no place which is more than forty miles distant from the sea, and the highest limits go above 4,000 feet on only half a dozen peaks. The sea being relatively warm in winter the mountains fetch



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down a lot of rain and the altitude is not enough to guarantee a freezing level. Consequently, for our skiing we rely mostly on corries (wadis, nullahs, gulches or whatever is good American for a deep dent in the face of the mountain) filled up to a great depth with drifted snow, often fifty feet or more, packed in by gales, beaten down by rain, bound by frost and weathered by everything in the book of meteorology that comprises the Scottish climate—even sun.

The sites of these corries, or the best of them, have been avoided by every maker of roads in Britain since Julius Caesar, which makes it all a lot of hard work when the snow begins to recede high up after mid-March. Our choice of places, therefore, for ski lifts where the skiing conditions last out to the best and most enjoyable days of spring, are limited.

With all this, none the less, it would be wrong to give you the impression that skiing in the Highlands of Scotland is entirely ridiculous. Although the extent of the snow only rarely offers great expanses of picture-postcard winter sports scenery, there is no lack of runs as wide as are offered by many a piste or trail in traditional skiing lands. Descents of 1,500 feet vertical difference are plentiful enough in most seasons till after the end of April. The average condition of the snow is remarkably good, though pure powder is a rarity and in the early part of the season one encounters overmuch ice.

From the middle of March onwards spring snow is the common condition and in April and May the long days of an approaching northern summer are rewarding indeed to whomever is prepared to climb the mountain ranges of Scotland on skis. The grandeur and magnificence of Lochaber and Glen Coe, Cairngorm and Grampian lose nothing from their relative smallness in comparison with the great High Places of the World. The makings of a resort are there and when the pioneers are done and the unbelievers are confounded perhaps a resort there will be. Already forestry and hydro-electric projects are opening up new points of access. This year for the first time a roving T.V. news-cameraman attended one of the race meetings of the Scottish Ski Club. With all this perhaps the last of the Golden Age is on its way out.

Will we be sorry? Heck, no! There will always be plenty of the kind of skiing we have now, though maybe it won't be as attractive in the future as it is now when it's just a wee bit daft.

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## Our Jumpers

(Continued from page 20)

Michigan, Illinois, Minnesota, and Wisconsin. Here spectator and participant interest is rapidly growing. It is interesting to note that four of the six U. S. Olympic team members in 1948 and 1952 were from the Midwest, and eighteen of the twenty-nine members of this year's FIS Special Jump squad were Midwest selections.

The twin cities of Iron Mountain and Kingsford in the Upper Peninsula of Michigan might well be considered "The Ski-Jumping Capital of America." Here is the home of the internationally famous Pine Mountain ski hill with the world's highest artificial ski scaffold.

This giant slide has a vertical drop of 156 feet from the top of the tower to the landing hill. With the natural hill being 300 feet high, it has a total drop of 456 feet. The horizontal run of the upper hill or tower takeoff is 300 feet and the lower hill is 632 feet making a total of 932 feet traveled by the rider from the top of the tower to the bottom of the hill. Riders take off at sixty miles per hour—a real test for most of the world's best jumpers.

Here also, at Iron Mountain-Kingsford is the scene of the largest ski crowds in the American history of the sport, Olympic tryouts, American distance records and a unique training program which originates with junior ski jumping.

Foreign jumpers like Petter Hugsted, 1948 Olympic champion of Norway, Matti Pietikainen and Leo Laakso of Finland, along with American stars like immortal Torger Tøkle, Art Devlin, Art Tøkle, Joe Perrault, Billy Olsen, Gordon Wren, and Walt Bietila have thrilled thousands at Pine Mountain.

Upon analyzing Iron Mountain-Kingsford's junior training program, it is noted that it is truly one of the most constructive and promising steps taken to develop better ski jumpers.

Youngsters, practically born on skis start on back yard orange crate jumps at the ages of seven and eight under adult supervision and coaching. Progressively, they are moved to small hillside jumps, then large hillside jumps, next to artificial junior scaffolds where jumps up to eighty-five feet are possible. The ultimate goal, of course, being a ride off the world's highest artificial ski scaffold where jumps over 300 feet are possible.

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the **GOLDEN MEDAL SKI BOOT**...The costliest boot in the world — but not the most expensive.



Manufactured by the Joe Ritter Ski Shop, One of America's leading ski shops, offering discounts up to 40%.

The largest selection of ski equipment and clothing in the world.

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1846 BROADWAY • NEW YORK 23, N. Y.  
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Spend time SKIING—not traveling

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Route 9, West Cummington, Mass.  
4 tows. 2500 foot run. Vertical  
drop 500 feet. Sheltered north  
slope in deep snow belt. Patrol.  
Lunch Bar. Ski School.

## • BOUSQUET'S Ski Area

2 miles from center of PITTSFIELD.  
10 tows, Terrific capacity 15,000  
rides per hour! 200 acres open  
slopes. 8 trails. Canteen. Certified  
instructors.

## • JIMINY PEAK

Hancock Center, Mass.  
2300 foot T-Bar Lift. Operates  
DAILY. 3 tows—2700 feet. Smooth  
north slopes. Certified ski school.

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Pittsfield, Mass.  
Skiers' hq's. Skiers' rates. Free  
Sat. Aft. Grog party. Sheraton  
Cocktail Lounge. Minute chef  
restaurant.

For snow conditions, area booklets and  
reservations call your nearest Sheraton  
Hotel or tel. Pittsfield, Mass. 4511 (24  
hour service)

## FREE SKI GUIDE to New York State

- Complete data on 49 ski areas
- Travel and accommodation tips
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HAND MADE ITALIAN  
SKI BOOT  
GUARANTEED  
TO FIT  
FOR 5 YEARS

Cornuda's "Snow King" Ski Boot, made  
on American lasts, features Moccasin  
Within a Boot construction, one piece  
body from heel to toe, padded ankle  
shield, and triple hand stitched welt...  
all these features contribute to making  
this boot the finest in fit, control & com-  
fort. Write for nearest retailer and lit-  
erature.

\$49.95

Sizes 3-13  
Widths A to E

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36 W 46th St. New York, N. Y.

CORNUDA

program more complete and thorough,  
plans are now under way to construct  
an intermediate jump to be used in  
the course of training between the  
eighty-five-foot scaffolds and giant  
Pine Mountain. This will allow for  
jumps up to 150 feet.

Competitive spirit among the jun-  
iors is developed by tournaments held  
within the cities. Youngsters represent-  
ing various sections of the community  
try fervently to out-jump each other.  
This spirit grows with each new hill  
and consequently they train consis-  
tently, stressing form and jumping  
power. Every boy shoots down the  
scaffolds with one thought in mind—  
someday he will be taking off for a  
new American record.

Having gone through a satisfactory  
amount of training, the young jump-  
ers are then sent out to compete in  
all parts of the country by the spon-  
soring Kiwanis Ski Club.

The value of this training can be  
seen in its results. Take youthful  
Johnny Bednarz, for example. He is  
now considered one of the nation's  
most promising jumping prospects.  
Taking firsts in both the Pine Mountain  
Invitational and the 17th Annual Ki-  
wanis tournaments in 1952, he accu-  
mulated a rare total of nineteen and  
one-half points out of a possible total  
of twenty. This was done in a blinding  
fog. Johnny was in Korea during the  
North American Championships at  
Iron Mountain in 1953.

Dick Rahoi, now eighteen, and 1953  
National Class B Junior North Amer-  
ican Champion, and winner of many  
class A titles, is another product of  
the junior training program. Both  
Bednarz, and Rahoi were elected to the  
FIS squad.

Jerry Anderson and Jimmy Blom-  
quist, among others, are names to re-  
member in the jumping world since  
they are present U. S. Central Class C  
and Class II Junior Champions respec-  
tively.

These are the most recent names in  
the Iron Mountain-Kingsford jumping  
spotlight. Many others have been in  
it and others will follow. We see here  
a training program that starts the  
youngsters at the ages of seven or  
eight and prepares them to jump to  
national titles in their respective  
classes at the ages of sixteen and  
seventeen.

In these youngsters, along with  
others in the Midwest and possibly in  
other parts of the country, there is a  
hope for a better United States show-  
(Continued on page 33)

# Improve your Skiing with FASKI- GREEN!



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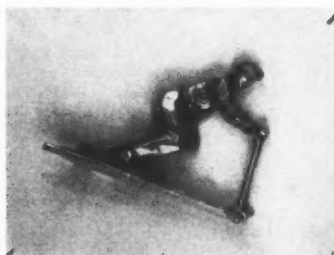
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## NEW PRODUCTS

# Newsletter



Kaibab Workshop in Tucson, Arizona



Ski Jewelry from Alex Taylor & Co.



Two-in-one Boot from Carroll Reed Ski Shop



The "Racer" Parka by B. F. Moore

Recently featured in the Paris collections of winter ski togs, but a Tucson, Arizona, original, Kaibabs are fast becoming the latest thing in an after-ski boot. Comfortable as gloves, yet snow-proof, the boots are the traditional footwear of the Indian tribes of the Southwest. The soles are of bleached pliable rawhide with uppers of soft tanned natural, white, rust or turquoise buckskin, the two being invisibly sewn together in a manner devised by the Indians hundreds of years ago . . . Alex Taylor's ski jewelry continues to be popular while Jorj Levy is designing the handsomest belt-and-buckle combinations on the ski front. Differently-shaped leather belts in brown or black cowhide with interchangeable kidney-shaped or rectangular gold-plated buckles with ski motifs add chic to any on or off the slope ensemble.

Just as Carroll Reed's after-ski-boot within a ski boot is the newest principle of boot design, so is Stein Eriksen's without-a-groove ski in the limelight on the ski front. The conventional single groove is replaced by a Cellolix multi-grooved running surface which permits air to run the full length of the ski, thus reducing friction, increasing speed, offering greater stability and less skidding, according to its makers. The topside is deeply grooved to give flexibility . . . Dartmouth's "Derby" ski, designed primarily for the recreational skier, is one of the sleekest looking skis for \$45 on the market. This is a seven-piece all-hickory laminated ski with a black reinforced plastic top lamination and a reinforced plastic bottom; the sides are finished in silver plastic lakk.

On the how-to-keep-warm front, Hand Knit Hosiery has a knitted chest protector, or abbreviated "dickie," with a turtle neck which is sold in navy, white, scarlet or camel for \$3.00. It not only replaces a scarf, but also adds a finishing touch to round-necked sweaters. . . . Kumfortites, long known in the ice-skating world for their wall-paper-like fit, are being manufactured in a new fabric--a combination of 65% virgin wool and 35% nylon. . . . Duofold's two-layer longies this year have an outer layer of 40% wool, an increase of 15%. The inner layer, for comfort, is of cotton while the space between acts as insulation. Skiers will be glad to learn that the long-sleeved tops will no longer bind under the arms.

B. F. Moore's Racer parka will be worn by all members of the U.S. FIS Alpine teams next month at Are, Sweden. A combination of 100% nylon with wool jersey inserts, the parka, designed primarily for racers, fits snugly, eliminating wind resistance. . . . The Steilhang parka, designed exclusively for Sporthaus Westwood of Los Angeles for both men and women is of a new millium treated rayon acetate fabric. It is said to have a greater water repellency than nylon--and looks like shantung! For \$16.95 the parka is available in chalk white, steel grey, corn-silk yellow and copen blue, all luscious, new colors.



## after-ski comfort

**KAIBABS...** for men and women


Light, smart... ideal for inside, after-ski wear... dancing or relaxing. Soles of durable white rawhide, uppers of soft, tanned buckskin. Invisibly hand stitched by Indian craftsmen. At good shops or direct from us. Mail check or m.o. (no c.o.d.) with outline of foot in very light sock.

Rust or Natural, \$14.95  
White or Turquoise, \$15.95  
We pay postage. Free descriptive folder on request.

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Exclusive STEILHANG PARKA



Shantung like material, Duo-Therm treated for men and women, S, M, L, grey, yellow, blue, white. Mail order, \$16.95.

1057 Gayley Ave.  
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Beautiful Oxidized Silver Plated  
**SKI PINS and TIE CLASPS**

1S

2S

3S

4S

5S

6S

Just the right touch in jewelry for every skier.  
Only \$1.80 ea. individual piece (tax incl.)  
Sold singly or as matching boy and girl sets.  
Limited offer—Order now by number or send for illustrated folder of many others, including skis and poles.  
Satisfaction guaranteed or money returned.

**CRAFTS MFG. CO.**  
Dept. J-1 Lunenburg, Massachusetts

## Our Jumpers

(Continued from page 31)

ing in future Olympic contests.

Cities like Ishpeming, Duluth and Chicago are rapidly developing ski jumping enthusiasts. Ishpeming, the home of the famous "Flying Bietilas" has done much in promoting the sport with an array of outstanding jumpers. Ray Gauthier, 1953 National Class C Champion, Rudy Maki, promising power jumper and veteran Joe Perrault are standouts from this small Michigan community.

Not yet forgotten is the performance of Ishpeming's "Jumping Joe" Perrault on February 26, 1949 at Pine Mountain. This was the John Mitchell Ronning Memorial Tournament. Among the riders were Petter Hugsted of Norway, Matti Pietikainen and Leo Laakso of Finland who had placed first, fourth and sixth respectively in the 1948 Olympics. The Americans were not given an outside chance of beating the world's number-one jumper or his Finnish cohorts. Yet Perrault not only out-jumped them but broke the existing American record of 290 feet with his 297-foot leap. This record jump was the final jump of the day and it surpassed Pietikainen's best effort by three feet.

With this performance and the rapidly increasing interest in American ski jumping, along with considerable stress on training them young, our boys may eventually fly just as far, or farther, and just as gracefully as the birds of Europe. The FIS world jumping championships on Kallviksbacken, Sweden's biggest hill, next month will determine the world's finest jumpers and also the part that has been played by the Midwest as a training ground for champions.

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THE  
BEST**

3-IN-1




## JET-LINE

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FREE FOLDER


**GOODMAN SKICRAFT, INC.**  
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Designed for  
Skiing  
comfort  
and action



Duofold

2 layer  
SKI UNDERWEAR



NO WOOL ITCH  
TWO THIN LAYERS WITH INSULATING AIR SPACE BETWEEN

Swoop down slopes free as a bird... unfettered by old-fashioned "heavies." Stay warm outdoors... comfortable indoors, in the undergarment designed for skiing—2-layer DUOFOLD! The layer next to your skin is soft, fleecy cotton—it can't itch, ever. The outer layer contains protective wool for warmth. Duofold actually insulates against cold, gives you warmth without the weight of bulkier, single-layer garments!

★ U.S.A. ★ Selected for use by the United States Olympic Ski Teams (Men's and Women's) for the 1952 Olympic Games. Year after year, Duofold is the choice of top-notch skiers everywhere.



**In Sun Valley Red or White** smartly styled to flatter the figure—for men, women and boys. Shrink resistant fabric—launders easily. Ask for Duofold at better stores everywhere or send coupon below for free fabric sample.

**MAIL THIS COUPON**

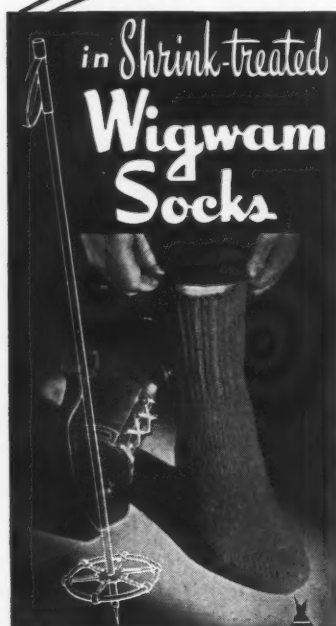
Duofold Inc., Dept. T-65, Mohawk, N.Y.

Please send me free sample swatch of Duofold fabric, details on Duofold Ski Underwear and name of nearest dealer.

Name .....

Address .....





They're "STA-SIZED" for lasting comfort

On ski slope or cross-country trail it's WIGWAMS for solid comfort. Springy, absorbent inner soles contain thousands of tiny "tufts" that cushion your feet. And their comfort lasts . . . WIGWAM Ski Socks come in shrinkless 100% Cushioned-Fiber Nylon or Shrink-Treated wool. Brilliant solid colors or combinations. Wear WIGWAMS — WIGWAMS wear well! Hand Knit Hosiery Co., Sheboygan, Wis.

FOR EVERY SPORT



MEDALS	<b>Shoulder Patches</b>	TROPHIES
	Custom-Designed	
	Send rough sketch for estimate.	
	<b>L. G. BALFOUR COMPANY</b> Attleboro, Massachusetts	

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SKI SPECIALISTS

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## From Pavement To Ski Slopes

Six Dodge Ridge Instructors Find Weekly Trek Enjoyable

by Ed CONY

Much has been written of the tired businessman. He's pictured as the fellow who drives himself day after day until he works himself into what the psychologists call a tension state and what the rest of us describe as a bad case of nerves.

He's supposed to be a pretty sad physical specimen. He's middle aged; he peeks furtively in the mirror at a receding hair line; he suffers from high blood pressure and gastric acidity.

And how does he relax on weekends? Well, he gets some mild exercise golfing, gardening, or perhaps hunting and fishing—in a casual sort of way. Of course, once he gets in his exercise, he sprints for the kitchen to make himself an outrageously large snack and a long, cold drink. He then draws up a comfortable chair before the fire and falls asleep over the Wall Street Journal.

This kind of activity leaves our man soft and flabby. He cuts a physical figure that is anything but glamorous. But do all businessmen really fit this generalized picture? Let's see. Let's take a look at six California businessmen from the San Francisco area.

They leave their offices Friday night, shed their conservative business suits, and head for the High Sierras. And what do they do over the weekend? They indulge in an arduous avocation which demands excellent co-ordination and top physical condition—they teach skiing.

The six can be found any winter weekend at Dodge Ridge, a newly developed ski area 150 miles east of San Francisco. Numerically they dominate the staff of nine instructors. The only non-business members on the ski school staff are two junior college teachers and one full-time ski instructor.

One of the six businessmen, Eric Johnson, is the head instructor. During the week Eric operates his own advertising agency in Berkeley, grossing almost \$100,000 a year from accounts

## TeyTape is Fast!!

FASTER THAN

Lacquer  
Any factory Base  
or Brush-on Plastic

Lasts **2** Seasons

NEVER NEEDS WAXING

USE OVER

Old Lacquer  
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Base Wood or Metal

15 minutes to apply

### TEY TAPE

Distributors:

"Johnny Seesaw's"  
Peru, Vt.

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Dealers: Write for sample. Ideal for shop use.



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SKI AND SPORT SHOP

The Best in New York

**NEW LOCATION:**

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New York, N.Y.

FAMOUS PHARMACIST'S FORMULA

## Blistex

**IMMEDIATE and highly effective RELIEF for COLD SORES, FEVER BLISTERS and CHAPPED LIPS**

Available at all leading drug and department stores. Only 39¢

Slightly Higher in Canada



*Step* OUT OF THE LODGE  
ONTO THE LIFT!

## "Ski Capitol of the Laurentians"

OFFERS WEEKLY GUESTS ALL THIS:

- 4000-ft. T-bar (75 ft. from Lodge)
  - 400-ft. Tow • Priority on Both
  - Meals by Famous French Chef
  - Dancing Nightly in Cocktail Lounge
- \$9.50-\$12.00** (with bath) A.P.

### TOP-VALUE

### "LEARN-TO-SKI" WEEKS

8 Days — 7 Nights — All Meals  
PLUS SKI INSTRUCTION  
Within these dates:  
Jan. 3-30; After Mar. 13  
In Main Lodge—As Little As

**\$79.90**

H & C Water

Per Person, 2 in room, incl. meals.

**\$99.90**

Compl. Bath

Pictorial folder, ski map,

### SKI HONEYMOON FOLDER "W"

Conditions wired daily to

High Mt. Ski School (N. Y.) EL 5-7514  
For Package Ski Tours, ASK MR. FOSTER

## JASPER - IN - QUEBEC

P.O. Box 1002, St. Donat, P. Q.  
CANADA

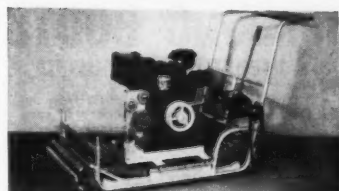
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### CAT (erpillar) TRACK SKI TOW

The safest and the easiest to use  
and the only

- Truly portable • Self loading
- Self propelling ski tow

No lifting or hauling. Travels up to 8 m.p.h.  
8 1/4 h.p. engine. Climbs any hill. Loads itself  
into your auto trunk. Rugged tubular frame.  
Low cost stationary ski tows also.

Address inquiries to:

THE CAT TRACK SKI TOW

860 Marshfield Ferndale 20, Mich.

which range from professional football teams to restaurants and paint companies.

A curious chain of circumstances led to Eric's becoming the head instructor of the Dodge Ridge ski school. It all started when Eric, born in Finland and a life-long skier and racer, went up to Dodge Ridge during the winter of 1950-'51 to try out the brand new resort. He was impressed by the skiing and felt the area had a great future.

He also felt his knowledge of skiing might make him a logical person to handle advertising and publicity for the area. He went out after the account and got it in the summer of 1951, along with the imposing title of Director of Publicity. That winter Dodge Ridge grossed twice what it had its first year.

All the while Eric had to keep up with the other accounts his agency handles. The twenty-five pounds he lost in the process made him look like the undernourished businessman of the year. By the time the 1952-'53 season rolled around Eric had located five other businessmen who certainly couldn't be classified as flabby. They were all excellent skiers, and all five jumped at the chance to teach skiing on weekends. Their business records look like this:

Wayne Wiisanen, vice president of the Murco Corporation of San Francisco, a million-dollar industrial firm which manufactures farm machinery and special types of heavy machinery; Nate Emory, an economic analyst in the exploration department of Standard Oil of California; Jim Clausen, a partner in a cement contracting firm in Richmond, California; John Neal, an engineer with several years' selling experience, recently hired as a sales engineer by the Murco Corporation; Gordy Soltau, sales manager for the Monarch Steel Products Company, a division of Gilmore Steel, with headquarters in Oakland. Soltau, incidentally, also finds time to play football for the San Francisco Forty Niners. In fact, the rangy end led the league in scoring in 1952 with ninety-four points.

The youngest of the group is twenty-eight, the oldest thirty-eight. All but Soltau and Neal are married men with family responsibilities. According to the popular conception, these men ought to be settling down to a quiet weekend routine of golf, gin rummy, and geranium planting. Instead, they are out zooming down precipitous ski slopes at speeds that are illegal in business zones!



# Qualité



### Le Trappeur's Model S-117

Crafted in the highest traditions of fine handwork and using only superior leathers and fittings.



Complete inner lacing. Sole protectors — Tip and heel plates.



Select from seven other masterfully designed models, each one reflecting the ultimate in workmanship and materials.

from \$22.<sup>50</sup> up to \$48.<sup>00</sup>

*Le Trappeur* inc.

438 STUART ST., BOSTON 16, MASS.

# Snow, Sun and Sport

...PLUS GRACIOUS  
SKI LIVING...

## THE LODGE

at Smugglers' Notch  
**STOWE**  
Vermont

Nicholas V. Mara, Mgr.

A snowplace that's a  
showplace, the ultimate  
in gay, gracious ski  
living. European chef,  
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Cocktail lounge, game  
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You'll zip over wet or dry  
snow with Duck Kote on  
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or dry skis, at any temper-  
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quickly, easily removed,  
and is harmless to painted,  
lacquered or plastic sur-  
faces. Not a lacquer.

JUST SPRAY 'N SKI

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Montreal, Quebec

## Alpine Masochism

(Continued from page 22)

exorable course toward complete tissue  
destruction.

Among the clinical features that  
make Oberalpen Sanatorium<sup>5</sup> such a  
fine therapeutic installation is our min-  
iature ski area. Here patients are en-  
couraged to act out their problems.  
One day in January when an unusual  
meteorological condition (average  
temperature at Oberalpen: thirty-two  
degrees Fahrenheit) brought the ther-  
mometer down to minus twenty-five de-  
grees, patient C. V. was observed by  
our Dr. Kaltzbrunnen, resident schi-  
zophrenologist, skiing in a T-shirt and  
Bermuda shorts. "C. V.," said Dr. K.,  
"aren't you cold?"

"Don't be silly, Doc," replied C. V.,  
his teeth chattering, "this is exhilarat-  
ing!" Dr. Kaltzbrunnen reports that  
C. V. was treated, that same day, for  
exposure, chilblains, and severe frost-  
bite—which C. V. insisted was really  
heat rash.

3. *A death wish, particularly associ-  
ated with a desire to fall off the top of  
a mountain.* This is so common an oc-  
currence that any number of cases may  
be cited. Miss C. D., an attractive  
blonde, had to be restrained several  
times from attempting to ski down the  
chair lift line at Oberalpen, a seventy-  
degree drop, featuring trees and bould-  
ers.

R. P., a Harvard man, was flagged  
down by the North Adams, Mass., po-  
lice for driving ninety miles an hour  
on the main street of the town during  
the morning rush hour. Questioned in  
court, R. P. stated that while he had  
never driven a car before, he had been  
watching his friends and felt he had  
the thing down pat.

S. R. was brought to Oberalpen in  
an enormous plaster cast, surrounding  
him from neck to ankles. In taking his  
history I noted that he had been on  
skis only twice. The second time he  
had insisted on running the National  
Trail at Stowe, Vt. These are three ob-  
vious cases of a feebly disguised death  
wish.

4. *An invincible drive to escape  
from reality.* (The Schaffhausen Mani-  
festation)<sup>6</sup>. Dr. Kaltzbrunnen during

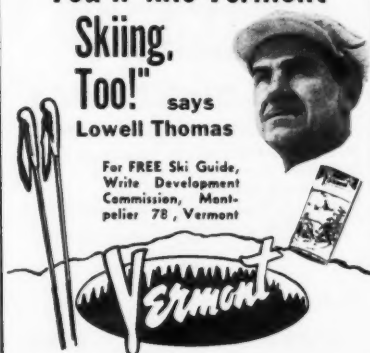
<sup>5</sup> ("Patients are mad for Oberalpen;  
Oberalpen is mad for patients.")

<sup>6</sup> Anyway that's what our Dr. Schaff-  
hausen calls it.

"You'll like Vermont  
Skiing.  
Too!" says

Lowell Thomas

For FREE Ski Guide,  
Write Development  
Commission, Mont-  
pelier 78, Vermont



It's Just  
for FUN!

You'll enjoy Mad River Glen, even if you've  
never skied... you'll have fun learning at  
our Ski School. For competitors there are  
the famous Fall-line, Chute and Grand  
Canyon. For all, a fine mile-long chair lift,  
rope tow, solar shelter, and real hospi-  
tality. Folder.

**MAD RIVER GLEN**

WAITSFIELD, VERMONT

IN THE "SNOW CORNER" OF NEW ENGLAND



STOWE'S

popular  
SKI  
DORM

See  
"Where  
to  
Stay"  
listing

## HUMANIC BOOTS

IMPORTED FROM AUSTRIA

Mailed to you postpaid direct from our  
stock, and with our assurance of com-  
plete satisfaction. Send exact shoe size  
and number of socks normally used  
while skiing.

"Kitzbuehel" Double Boot  
Men's sizes 7 1/2-13 \$37.50  
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"Arberg" Children's Boot  
Sizes 1 1/2-5 \$17.95

Exclusive in Eastern Slope Region of N. H. at

**JACK FROST SKI SHOP**  
Jackson, N. H.



**"Best Bargain"\***  
**in the East**

**Complete SKI WEEKS**

**\$35.00** at famous  
**HOGBACK**

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The all-inclusive price covers: 5 nights, 5 days—starting Sunday—at modern convenient Hotel Brooks. Breakfast and dinner. Dancing Friday night (bar on your own). Free lift tickets and transportation to Hogback. Advance reservations requested. Write or 'phone for descriptive folder.

Also famous week-end ski "package": 2 nights starting Friday, 2 breakfasts, full course dinner Saturday night. Free lift tickets and transportation—\$16.00.

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BRATTLEBORO, VERMONT

\* Actual quote from article by well-known travel writer.



**EAST'S HIGHEST CAPACITY:**

Most central T-Bar lift in N.E., 1,000 skiers per hour ascent to 2,375 ft. summit. No long waits... much more skiing. Broad trails and slopes. Two new high capacity rope tows. New "North Slope." Jim Howard's Certified Ski School. Many trains, busses. Write for \$16.00 all-inclusive weekend package, or \$35.00 all-inclusive weekday package plan in conjunction with Hotel Brooks.

**FREE Folder—Write HOGBACK Box 5M**

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**SWISS SKI JAUNT**

led by

**WALTER PRAGER**

Via Swissair

17 Days in Switzerland

The finest Spring Skiing in the world in Davos, Arosa and Zermatt. Leave New York City March 26, returning April 14.

Also the Edelweiss Ski Tour from New York March 6. 22 days, \$775 by air.

*Ski More, Spend Less with*

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323 Geary St., San Francisco

or Your Travel Agent

MU 2-6544

DO 2-5279

the winter of 1951-1952 secreted a tape recorder in the men's washroom of a well known skiers' stopping-off place on the Taconic State Parkway in New York. Here are a few typical snatches of conversation that were recorded:

"The report says 'Poor to Fair,' so the skiing should be great!"

"We couldn't get accommodations at Mad River Glen, so we're going there."

"I wasn't going skiing this weekend, but I have a bad case of grippe, so I'm going to sweat it out of my system."

"They say 'No Skiing at Belleayre.' Doesn't mean a thing, they just want to keep the crowd down."

"Stop worrying about the rain. It's only sixty-five degrees here, which means it must be snowing at Bromley. It's always thirty degrees colder there."

The nature of Alpine Masochism is progressive, never fully curable, and highly infectious. While in many cases we have been able to make the ordeal more bearable for the victims, in no case have we been able to effect a cure for more than three years. One of our saddest experiences was the seizure of Dr. Emil Kaltzbrunnen, late of our staff. Following the completion of this once-brilliant researcher's men's washroom investigations, we began to hear disquieting rumors about him. Twice he was observed stealthily performing deep knee-bending exercises. He was heard in the staff dining room to mutter the traditional phrase of the Alpine Masochist: "Weight on the downhill ski!" A search of poor Kaltzbrunnen's rooms brought prompt confirmation of the worst; he had collected forty-seven different kinds of ski wax and was obviously about to leap from the top of our Class A racing trail.

We had Dr. Kaltzbrunnen moved to the patient's wing but his case, as we anticipated, has proven to be quite hopeless. As this report goes to press he is deep in the classical symptoms that characterize the second phase: he is studying weather reports, charting fresh data every-hour-on-the-hour, and applying downhill lacquers to all the furniture in his room.

As to the causes of this disease, we at Oberalpen Sanatorium ("lift charges included in weekly rates") have thoroughly investigated every lead. While it is still premature to announce a final answer, we have every reason to hope we are at last on the right trail (or track). For one factor appears to be common to every case: a youthful fall on the head.



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See Where-to-Stay Directory



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## BOOKSHELF

**THE STORY OF SQUAW VALLEY**,  
by Tyler Micoleau with an introduction  
by Lowell Thomas. Published by  
A. S. Barnes and Company, 232  
Madison Ave., New York 16, N.Y.  
December 1953. 96 pages. \$4.50

Most ski books are limited in content to a portrayal by word and picture of the steps from walking on skis to high-speed turns. A chapter on equipment and its selection is usually thrown in for good measure. There have of course been exceptions, among them Emile Allais' own book, "French Method of Skiing," which certainly established a "new high" in ski literature; Fred Iselin's and A. C. Spector-sky's "Invitation to Skiing," which presented a far greater analytical approach to ski technique than previous books, and a few others.

Micoleau's previous book, "Power Skiing Illustrated," clearly established him as best able to illustrate with deft pen and ink strokes the basic principles involved in making turns. The fact that he is an excellent skier and ski teacher adds to the credence of these drawings, and the fact that he is an avowed Allais disciple results in these drawings being of the current Allais method as this great skier and teacher has developed it through his years of world championship racing and as mentor to thousands of enthusiastic pupils.

Micoleau's new book, however, is a worthwhile contribution to ski literature. In addition to the easily-understood drawings on techniques, with which Micoleau has become identified, it is also prolifically illustrated with dozens of excellent ski photos.

The book might well have been titled "The Skier's Conquest of the Sierras," since its first seventy pages are devoted to just that, as the author traces the pioneer's often tragic attempts to reach the summit of the Sierras in the early 1800's in order to establish a route from Nevada to California. Likewise his description of the development of the ski facilities at Squaw Valley is most interesting, as he tells of the battle with Sierra snows to build a road to the Valley floor, the problems of erecting a lift and later



seeing an avalanche sweep it off the mountainside, and even death itself, as man battled the elements.

It is the first time such a story has been told and is one certain to hold the interest of any skier.

**1954 AMERICAN SKI ANNUAL and SKIING JOURNAL.** Official publication of the National Ski Association of America. Four issues. \$2.00 per year. Send orders to: Roger Langley, Editor, Box B, Barre, Massachusetts.

Editor Langley has once again done an outstanding job in compiling the 256 page Annual. For those unfamiliar with the sport's only yearly publication, the book contains summaries of all national races, reports from the seven divisions of the N.S.A., special sections on Southwestern skiing and the Canadian Amateur Ski Association, as well as many articles of general interest.

Among the latter is Director Ed Taylor's report on the National Ski Patrol System which states that the number of accidents, despite the increased number of skiers, is on the wane, and stands at five out of every thousand skiers, with sprains accounting for 44% of the injuries sustained.

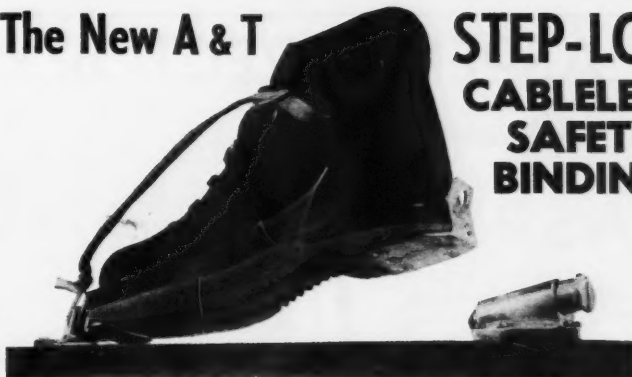
Ed Eaton, president of the N.S.A. reports on the FIS World Ski Congress held at Innsbruck, Austria, which he attended last summer, along with John Clair, head of the International Competitions Committee, Hannes Schneider and Sepp Ruschp, heads of the North Conway and Mt. Mansfield ski schools, respectively, and Roger Langley, executive secretary of the N.S.A. A full report of the United Nations-type meetings is presented along with an amusing account of the contingent's entanglement with an Italian bicycle race.

Comprehensive articles on ski lifts and avalanches supply bountiful and useful information, while John Pepper's article on the young Connecticut jumper, Roy Sherwood, points up the fact that at last an American jumping team may prove a powerful adversary in international competitions.

Of exceptional interest is Allen Barry's interview with Don Kent, better-known as "Weatherbee," whose edicts are considered infallible by many New Englanders. A specialist in weather forecasting, Kent explains weather indications, the movement of air masses, etc. On being asked for a prediction of this year's snowfall, Weatherbee refused to commit himself, but does dispel the theory being generally bantered about that New England's winters are becoming milder. That he states, "is all hokum." D. T.

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## In Equipment— It's Short Skis

### Teachers Find Learning Time Cut by Using Miniature Slats

From Europe come reports of the growing popularity of skis between four feet three inches and five feet eleven inches in length. Not only shorter but wider, their disadvantages are obvious. They are slower, they sink in deep snow, and in any kind of going they are stiffer than normal-length skis. In other words, they are not for the experts.

But they were never intended for the experts. For the less ambitious, the less robust, or the elderly, they make skiing a sport to share and enjoy, not merely to watch. Turns and runs are easier and safer, and the period of apprenticeship is much shorter. Many of the people who go out on short skis would not ski at all without them. In the winter of 1951-'52, for those who wanted to use them, the ski school at Kitzbuehel gave its blessing to skis not longer than the intending skier was tall. There is no accurate way to measure pure fun, but the school reported that results were excellent.

Short skis are not new, though their wide popularity is. Summer skiers up among the glaciers have always used them, and are well aware of their merits. In both World Wars, the Germans used skis under six feet in length for their mountain troops, to save time in training and to establish a rate of progress that every man in a battalion could maintain without undue fatigue.

Best of all, they work. The case is cited of a woman sixty-seven years old, five feet seven inches tall, weighing 132 pounds. Her skis are five feet three inches long, about three inches wide under the binding and four at the shovel. The maximum thickness is about seven-eighths of an inch. With this equipment, she is not only safe but active and happy. The probability is that she would never have ventured out on standard-length skis.

It would seem that the widespread use of short skis has elements of great promise. A few days of experiment and instruction, and the novice who has gained confidence, skill and a liking for the sport may graduate to normal-length skis. But even if he never takes that step, manufacturers of equipment, operators of resorts and the whole fraternity will note with approval that he is now a skier. And once a skier. . .

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# The Matterhorn Village



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## Zermatt Offers Mountains, Deep Snow and Sunshine In an Irresistible Combination to Roving Skiers

by PETER AVON

**A**rousing, unforgettable skiing vacation seems, like charm, to defy description. It does, however, require three essential ingredients: mountains, snow and sunshine. The greater the number of additional factors, such as unusualness, comfort and the amenities of gracious living, the more the vacation is likely to be a rip-roaring success. To "do" a winter vacation properly, you have to be choosy in regard to your resort.

Switzerland, of course, is picturesque wherever you go. No need to detail the charms of Alpine scenery! But Zermatt really has it all. Its huddled brown chalets lie at an altitude of 5,340 feet at the base of the Matterhorn, which towers more than 9,000 feet above the village. This means, of course, that the two essential ingredients needed for winter sports are available, for the snow has time to pile up, layer upon layer, by the time December comes. And then comes the sunshine.

And Zermatt too, has had time, ever since the days of Mark Twain, to really think out what best pleases and enchants winter sports enthusiasts. The Blauherd chair lift swings skiers and non-skiers up to 7,480 feet to the Sunegga; from there, experts take the new tow to the top of the Blauherd at 8,531 feet. The Gornergrat cable railroad climbs up to 10,280 feet through vast expanses of polar scenery, dazzling in the sunshine. Breath-taking? Yes! And so are the numerous downhill runs, exhilarating to crack skiers.

Why waste time on describing the scenic beauty of the much-photographed village and area? But a word must be said of the town's hotels. Comfort, service, gracious living—the guest is not a number, but a person. The Swiss have made an art of the hotel business and, at Zermatt, undeniable proof of this artistry is to be found.

If you were to ask the average European skier to name the resort providing the most thrills, the most spectacular landscapes and the most atmosphere, you'd find that he'd reply: "Zermatt." That it is special and unique is knowledge that goes pretty far back, and the Matterhorn Village has stood the test of time as a resort where the unusual, the beautiful and the exhilarating are to be found.



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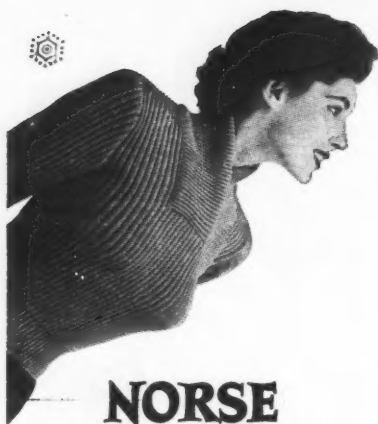
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## Ersatz Skiing

(Continued from page 21)

and skiers in small groups began to visit Snow Valley. They skied the slope, agreed "it was damn near like snow," and left, some to return.

Hamory and Brunel at first expected great things, they knew not exactly what, but nothing further happened beyond the visit of a Life photographer. The slope still lies outside Fish-kill on Route 9W but unlike the better mousetrap situation, the world is not beating a path to Snow Valley.

Why? For years people have searched for the equivalent of snow and this is the best substitute yet devised. There can be many explanations. Here are some. The Synthetic Snow Method, as Brunel calls it, is complicated and not inexpensive. To keep the waste snow from washing away and to provide a base of some durability a heavy cotton matting is laid down first.

The cotton costs very little but labor is something else again. Dependent upon procurement, the snow prices vary. But Brunel says if someone hired him to install the Synthetic Snow Method, he would be happy to do it for thirty cents per square foot, labor and materials included. That means one trail twenty feet wide and a half-mile long would cost \$15,840 while two more and a practice slope to complete a small area would run—well, why bother.

Secondly are the intangibles. Skiing is a sport traditionally associated with winter months. Summertime skiing in a bathing suit under a hot sun among green foliage on stuff that is neither wet nor cold just is not the same thing at all. The many byplays of skiing are lacking, the exhilaration of wintertime outdoors, the fascination of snow and its many vagaries, the enjoyment of discomforts which makes every skier an object of heroic admiration back in the civilian world.

Then there is no assurance that many people want to ski in the off-season in competition with so many other recreational habits such as golf, tennis, boating, gardening, etc. The Snow Valley setup was limited, although offering something unavailable anywhere north of Chile. The slope was small, the fee was \$1.65, and there was no lift. "It would cost money to install a rope tow," explained Hamory who opened the park on a shoestring. "To put over this new snow idea is going to take some money and that's

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### DEADWOOD

#### FRANKLIN HOTEL COMPANY

Terrypeak ski area headquarters. Ski lockers, waxing tables, special rates for groups.

(Continued on next page)

what Jack Brunel and I haven't got," he added.

Brunel, an auto painter by trade but also a Jack-of-all by confession, says he went to work on a synthetic snow when he became convinced that Dutchess County winters never again would offer good skiing. Brunel, who skied in New York's Central Park twenty-five years ago, is especially loyal to the sport. He was burned severely two years ago and told his skiing days were over. "That's a terrible thing to tell a skier," he recalled. "But I showed them, I skied again and in my own back yard on synthetic snow."

Brunel soon realized that he would have to actively sell his method and one of his first targets was to be the resort hotels of the Catskills which are fond of almost any recreational idea, especially one with publicity values.

The Beacon inventor is also hopeful that ski jumping clubs and promoters will take an interest in his snow. He was encouraged when Hans Strand, the Bear Mountain Park jumping coach, payed a visit. Strand, who in his time has skied on pine needles, leaves and sand, tried the slope and was enthused over the synthetic. It would seem ideal for a ski jump in place of the laborious ice shavings that are laid down at so many eastern slides nowadays. And the synthetic might well revive the use of toboggan slides.

The maintenance requirements of the synthetic consist of keeping the snow clean. Dirt and dust in the flakes cause friction and cut speed down considerably. The track must be replenished by ten per cent about once a month against wear. Real snow deposited on the synthetic makes a marvelous mixture and improves the track considerably.

Snow Valley experiences indicated that waxes were definitely needed for good speed and the plastic-type wax was best while Glazite proved ideal. The synthetic snow wears away such surfaces and they must be maintained. Although regular wood skis with wax worked adequately, the best proved to be the plastic bottom or all plastic variety. The Head plastic ski with Glazite was an ideal combination.

This is not the first time someone dreamed up a substitute for real skiing. In making a patent search Brunel found one device that involved water flowing over a rubber surface—heaven help a skier if he fell. Another had mica bits, similar to Christmas tinsel, (Continued on next page)

## ENJOY A

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Mfd. by U.S. Propellers, Inc., Pasadena 8, Calif.

## Ersatz Skiing

(Continued from page 43)  
spread on canvas; all have U.S. patents.

The most-used substitute in recent years was the Tey Mfg. Co. nozzles which mixed water and compressed air at twenty-seven degrees or below and produced snow. Connecticut's Mohawk Mountain area tried this three years ago but later abandoned it; two Catskill hotels still use the spray although the workmen who have to handle the wet hoses on cold nights object and call the job the pneumonia detail. According to Irving Jaffee, a sports director at Grossinger's, the hotel has spent thousands on making snow and is rather unhappy about it.

The Synthetic Snow Method is patented by Brunel. He could not patent the waste product itself but he did patent the method of laying on the material, the drainage so rain won't wash away the snow, the packing so that turns will not kick up and wear away the surfaces.

Brunel is worried about somebody stealing his patents which would certainly be a tangible compliment for his method. He may have reason to worry because he definitely has something, something that may be a great contribution to the sport of skiing as we know it.

## PHOTO CREDITS

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17—Ernst Fischer  
20—Dick Ferris  
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## GRAY ROCKS INN

Refer informative ad on Laurentian page.

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## STE. AGATHE DES MONTS, P.Q.

## LAURENTIDE INN

See advertisement on Laurentian page.

## STE. MARGUERITE STATION, P.Q.

**CHALET COCHAND AND SWISS CHALET'S**  
Swiss style ski school, T-Bar tows. Rates \$7.00 to \$11.00. Write Louis Cochand for folder.

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## SNOW

comes early and stays late on Mont Tremblant. A full season of skiing pleasure awaits you here, with American Plan rates from \$9.00, or the popular Learn-to-Ski Weeks from \$77.00 including meals, lodging, Ski School and lift tickets. Early reservations suggested.

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MONT TREMBLANT, P.Q., CANADA

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### If Your Desire Is for More Speed, Try Cresta Riding!

When most of us grow long legs and graduate from sleds to skis we consider ourselves as taking on a more thrilling and slightly more hazardous branch of the winter sport world. But there is one distinctive group which has clung to the age-old method of downhill running.

This sport, known as "Cresta Riding," is by no means the child's play to which we were all addicted in our younger days. The Cresta rider often attains a speed of 70 miles per hour as he plunges dizzily down a steep, narrow, twisting channel of solid ice on his small "Skeleton" sled.

Although Cresta riding is one of the oldest of winter sports, it still has a small number of devotees. It is indulged in almost exclusively by the English, who have their own Cresta Club with headquarters in London.

Cresta riding has centered around the famous run at St. Moritz since it was first built in 1884. In that same year the Grand National was originated and is still the most important event in this unique sport.

The Cresta run is similar to a bobsled course, with the exception that single passenger sleds are used exclusively. The "Skeleton" is simply



Riders attain speeds of 70 m.p.h., as they roar down the hazardous, icy runs  
(Continued on next page)



HERE'S the goggle that has set the style for skiers everywhere. It's the favorite of them all! . . . Smart in looks, it's made of optical plastic set off with an attractive, cushioning frame. It gives 100% protection for the upper-face, offers 100% vision.

Attractive in Clear, Amber, Light Blue or Green..\$2.00

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**Sleigh Riding**

(Continued from page 45)

constructed of two steel runners with  
a small platform mounted on top  
which slides back and forth at the will  
of the rider. Needless to say, padded  
clothing, heavy gloves, spiked shoes  
for braking and a crash helmet are  
standard Cresta equipment.

Is the Cresta Run dangerous? Yes.  
From the time the rider first sets out  
on a run he is strictly on his own and  
must use every ounce of skill at his  
command to retain control in the  
dare-devil dash of three quarters of  
a mile down the mountain. Is it a death  
track, as some over-anxious spectators  
believe? No. It calls for strong nerves,  
practice and skill, but it is certainly  
no death ride. The track itself is safe.  
It has been constructed in three sec-  
tions in such a way that the Cresta  
riders have the chance to get gradu-  
ally accustomed to the increasing  
speed. The curves have been scientifi-  
cally worked out, and each year the  
track is relaid with the same minute  
exactitude. For these reasons serious  
accidents are comparatively rare.

It is hard to determine whether  
Cresta riding is an aftermath of  
younger days, an outgrowth of second  
childhood—or if its enthusiasts  
merely have the steel nerves and 'crav-  
ing for adventure that demands such  
a hazardous outlet. Most of us will,  
no doubt, agree that it might have in-  
terest as a spectator sport, but the  
good old hickory slats are quite  
enough to fulfill the average quota  
for minor thrills.



**COVER PHOTO**

Photographer Frank Scofield,  
used a 4 x 5 Graphic View camera  
to take this picture of Nina Bruneau,  
one of Canada's racers, riding Mont  
Tremblant's chair lift. The camera  
was equipped with a 5 1/4 inch Ektar  
lens and as the lift was stopped, the  
exposure was made at f 16 at 1/10  
second.



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## "Old World" Touch Found in New York

### Thriving Scandinavian Shop Offers Leisure and Atmosphere

In this commercial age it is reassuring to find instances of the unhurried salesmanship we associate with the era of the country store and the cracker barrel. That cracker barrel was a fountain of gossip, wit and wisdom—a place where the old came to reminisce and the young to learn.


In the mountains of Europe the cracker barrel was—and in many places, still is—the workbench in the back of the ski shop. There, in the evenings, endless arguments rage over equipment and technique. The workbench and tools are there for anyone's use, and as you adjust your bindings or reset your edges there is always plenty of free advice.

Such a shop is to be found, amazingly enough, in the heart of New York City. Maintaining a workbench for his skiing friends has been the hobby of Harry Vallin for several years. Now Harry, with his partner Lars Gordh, has made the Scandinavian Ski Shop, and his other skiing enterprises, a full-time proposition. At the back of the ski shop is a friendly room where almost any evening you can find several skiers gathered around the workbench and the coffee percolator, which has come to replace the cracker barrel. It is almost a ski club, but it has no dues and meets every night.

Quite a guy, this Harry Vallin: besides running the ski shop he operates package bus tours, is a professional accordionist and an expert skier. When asked about his long hours, Harry answered with a string of his soft Swedish "u's," "I do what I like to do which is to do things for skiers; people like what I do." A good motto, perhaps, for the entire ski business.




Harry Vallin has a cup of coffee while Lars Gordh (right) helps a skier with his repairs during an evening session



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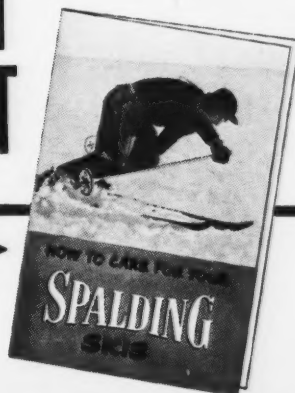
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